

## Auctions

GOVERNMENT NOTIFICATION.  
No. 143.

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[2870

# Bozell

UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

FOR THE  
UNITED ASBESTOS CO., LD., LONDON,  
CONTRACTORS TO H.M. GOVERNMENT.

**MANUFACTURERS OF THE**  
Best Qualities of ASBESTOS GOODS and PACKINGS.  
**HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.**  
"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities  
ESTIMATES given for every DESCRIPTION of WORK.  
CHIEF SUPERINTENDENT.....THOMAS SKINNER.  
SUPERINTENDENT.....ARCHIBALD RITCHIE.

17] SUPERINTENDENT DODWELL & CO. LIMITED, General Managers  
HOTEL CRAIGIEBURN

PLUNKET'S GAP; the PEAK, near the TRAM TERMINUS, Tel. 56.  
For "Lions" &c. apply to the

Hongkong, 2nd July, 1900. [16]

**BURGUNDIES.**  
(Sole Agents for GUICHARD, POTHERET & Co., &c.)


[illegible]

BEAUNE...	19.00	21.00
VOLNAY ...	23.00	—
POMMARD...	27.00	—
CHAMPERTIN	31.00	—

CHAMBERTIN	...	...	...	...	34.00	—
GLOS DE VOUGEOT	...	...	...	...	40.00	—
GALIFORNIA	...	...	...	...	10.00	11.00
SPARKLING RED	...	...	...	...	26.00	28.00

H. PRICE & Co.,  
12, QUEEN'S ROAD.

Hongkong, 27th February, 1901. 20

 GEORGE YOUNGER, ALLOA.



INDIA PALE ALE.

Telephone \_\_\_\_\_

PER 4 DOZ. QUARTS.....\$11.00  
PER 8 DOZ. PINTS.....\$11.00

ALSO IN HOGSHEADS, KILDERKINS, FIRKINS, AND

4 1/2 GALLONS.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.,  
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 23rd March, 1901. [15

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HONGKONG HOTEL COMPANY. HUIZON SUGAR REFINING COMPANY.

**HONGKONG HOTEL COMPANY, LIMITED.**  
**NOTICE.**

**THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS** will be held at the COMPANY'S HOTEL on

**THE NINETEENTH ORDINARY ANNUAL MEETING** of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents on

**TUESDAY**, the 26th March, 1901, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1900, with the Report of the Directors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both days inclusive.

will be CLOSED from the 20th to the 26th  
instant, both Days inclusive.  
By Order of the Board,  
C. MOONEY,  
Secretary.

JARDINE, MATHESON & Co.,  
General Agents.  
Hongkong, 8th March, 1901. [305]

UNIVERSAL TRADING COMPANY.

Hongkong, 16th March, 1901. [337c

**CHINA SUGAR REFINING COMPANY, LIMITED.**

NOTICE is hereby given that the General Manager has made a CALL of \$15 on

**LIMITED.**  
**NOTICE.**

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the Company will be held at OFFICE, No. 4, Des Vaux Road Central. Dated Hongkong, 31st January, 1901. ELLIS KELLY, General Manager

the OFFICES of the General Agents, on  
WEDNESDAY, the 27th March, 1901, at  
for the purpose of receiving their  
with a Statement of Accounts to 31st

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 27th March, both Days inclusive.

<p><b>JARDINE, MATHESON &amp; Co.,</b> General Agents. Hongkong, 8th March, 1901.</p>	<p>[204C]</p>	<p><b>Messrs. GIBB, LIVINGSTON &amp; Co.,</b> Agents. Hongkong, 13th February, 1901.</p>	<p>[2000]</p>
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*Journal of Management Inquiry* 18(6)



To-day's  
Advertisements.THEATRE ROYAL,  
CITY HALL.Mr. HENRY DALLAS'  
COMIC OPERA SEASON.TO-NIGHT!  
LAST NIGHTOF THE  
HIGHLY SUCCESSFUL  
MUSICAL COMEDY"The French  
Maid."

MONDAY NEXT,

AND ON  
TUESDAY AND WEDNESDAY,  
FIRST PRODUCTION  
IN CHINA OFTHE SPARKLING MUSICAL PIECE  
"THE GAY  
PARISIENNE."THURSDAY NEXT,  
THE EVER POPULAR OPERA  
"THE GEISHA."FULL CHORUS.  
AUGMENTED ORCHESTRA.

PLAN at ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30. Commence 9 P.M.

A Late Tram will run nightly during the  
Company's visit.BERTRAM HERMANN,  
Business Manager.

Hongkong, 23rd March, 1901. [288e]

## PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received  
instructions to sell by  
PUBLIC AUCTION,  
THE FOLLOWING  
LEASEHOLD PROPERTIES  
situate inSEYMOUR ROAD, VICTORIA HONGKONG,  
and inMARKET STREET  
andBULKLEY STREET, HUNGHOM.  
IN 2 LOTS,MONDAY, the 1st day of APRIL, 1901,  
at 3.30 P.M., at his Auction Rooms,  
DUDELL STREET.LOT 1.—All that piece of ground registered at  
the Land Office as Section C of Inland Lot  
No. 85 with the 3 storied dwelling house  
containing 6 rooms known as No. 5 Sey-  
mour Road with stone and iron verandahs  
and commanding a good view of the Har-  
bour. This property is held from the Crown  
for the residue of a term of 99 years sub-  
ject to a mortgage for \$8,000 at 8 per  
cent. per annum.LOT 2.—All those pieces of ground respectively  
registered at the Land Office as Section A  
of Hunghom Inland Lot No. 211 and  
Section A of Hunghom Inland Lot No. 212  
held from the Crown for the respective  
residues of the terms of 75 years subject to  
a mortgage for \$5,000 at 8 per cent. per  
annum. The Houses erected on this prop-  
erty are Nos. 149 Market Street and 84  
Bulkley Street 3 storeys high newly built  
with stone and iron verandahs and shops  
below near the Market and Kowloon  
Docks.For further Particulars, apply to—  
C. EWENS,  
Solicitor for Vendor,  
or to  
GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 23rd March, 1901. [359c]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the  
above Port, TO-MORROW, the 24th instant,  
at Daylight.For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 23rd March, 1901. [359c]

EASTERN AND AUSTRALIAN STEAM-  
SHIP CO., LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENCLEUGH,"

FROM ANTWERP, LONDON AND  
STRAITS.CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence and/or from the wharves  
delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 26th instant, will be  
subject to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 1st  
April, or they will not be recognized.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 30th instant.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

## Intimations.

## EYE-SIGHT.

Mr. N. LAZARUS,  
Oculist-Optician, of London and Calcutta,  
may be consulted for SPECTACLES  
at 16, Queen's Road Central,  
(B. ROUGHTON & Co.)  
(Nearly opposite the HONGKONG HOTEL).  
Business hours:—9 A.M. to 5 P.M.A GREAT proportion of cataracts and  
diseases affecting those advancing in life  
occur to those having some deficiency in the  
construction of the eyes—the many years of  
"eye strain" ending in serious forms of disease.  
Classes specially adapted in youth to those  
requiring them save and preserve the sight.  
Constantly recurring headaches, spells of  
dimness when reading, weak eyes, the letters  
running together; any of these symptoms indi-  
cate a deficiency in the form of the eye requir-  
ing Classes only to correct and cure.  
Mr. LAZARUS supplies his SPECTACLES  
only after testing the sight.

ADVISED FREE.

[1453b]

## WANTED.

THREE or FOUR LADS  
to SELL the"HONGKONG  
TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

A. S. WATSON & Co.,  
LIMITED.SPECIALITIES FOR THE  
SEASON.

PORT WINE

AND

SHERRY

the finest Vintages.

CLARETS

including Wines from the most celebrated  
Chateaux.

SCOTCH WHISKY.

Our Whiskies are so well known and  
appreciated that comment is unnecessary.

CONFECTIONERY.

Imported from the leading London and  
Parisian Houses.

COGNAC BRANDY.

Hennessy's finest productions.

Quality guaranteed.

AERATED WATERS

Absolute purity guaranteed.

A. S. WATSON &amp; CO., LIMITED,

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 23, 1901.

## NOTES AND COMMENTS.

## Rowdyism on the Ferry.

Our note and comment of Thursday last  
on this subject appeared to greatly arouse the  
ire of a British Bluejacket, who seemed to  
think that we objected to members of either  
service travelling first class by the ferry  
boats. It is hardly necessary to point out  
that our correspondent was mistaken.  
Tommy or Jack has a right to travel first,  
second or third class, whenever and wherever  
it pleases him to do so, as long as he pays  
his fare. It is only when he makes a nu-  
isance of himself that he is objected to and,  
as we pointed out, only a British Bluejacket  
failed to see it, the objection applies to  
citizens in an equal degree, or even more so,  
for the civilian has more liberty than  
Jack and so has less excuse for making an  
ass of himself.We publish to-night a very sensible letter  
from a Kowloon Resident on the subject.  
His suggestion that a picket be stationed on  
the wharf is a good one and might well  
receive attention from the Military and  
Naval Authorities. As our correspondent  
says, it is a somewhat risky thing to try and  
defuse a drunk. We once heard it said that  
in the Army a man is not considered drunk  
until he falls down and has to hold on tight  
to the ground to prevent himself falling up-  
again. But if the Police and pickets took  
the matter in hand, the cause of proof woulddefamation would be few and far between.  
At all events, something ought to be done to  
remedy the present disgraceful state of affairs,  
and that soon.

## H.M.S. "Hart" on the West River.

The torpedo-boat destroyer "Hart" has just  
returned from the West River, where she has  
been cruising. During the trip she visited  
Wongmoon, Kumchuk, Samshui and Tak-  
hing, the latter place being the highest point  
reached. The "Hart" is the biggest vessel  
that has ever been as far as Takhing, being  
200 feet long and drawing nine feet of water;  
consequently, it was very delicate work tak-  
ing her through some of the tortuous creeks  
of the delta, but the trip was safely accom-  
plished under the able pilotage of Mr. S.W.  
DIXON, formerly master of the West River  
steamer "Samshui". Mr. Dixon has probably a  
better knowledge of the West River and the  
Canton Delta than any other European, and  
Lieut. and Commander HARDY, of the  
"Hart", was lucky in being able to obtain his  
services. Considering how active our French  
neighbours have been of late on the water-  
ways of the Two Kwangs, it was, perhaps,  
just as well to let them see that a vessel of  
the "Hart's" size and armament could get as  
far as Takhing, and that the British Authori-  
ties have no intention, just at present, of  
allowing the white ensign to be entirely  
replaced by the tricolour on the waterways  
of Southern China.

## Russia in China.

The crisis in the north, occasioned by  
Russian aggression, has, as we expected, died  
a natural death, for the present. We do not  
think that Russia was prepared to come to  
blows and the explanation of this is not far  
to seek; in fact it lies in Hongkong harbour  
in the shape of the Russian battleships  
Poltava and Sevastopol. Besides these two  
ships, Russia has three or four cruisers now  
on the way to join her Far Eastern squadrons.  
None of these vessels are at the present time  
within reach of a Russian port, except of  
course the two battleships which are now  
coaling here. Had Russia not consented to  
withdraw her troops at Tientsin, pending a  
settlement of the affair at home, but pre-  
ferred to come to blows, it would have meant  
the sacrifice of the ships above mentioned.  
They would have been caught in the unpleas-  
ant predicament of being out of steaming  
distance of any Russian port and would have  
been obliged to strike their ensigns to the  
first British cruiser which hove in sight, for  
a war vessel without coal, be she battleship  
or cruiser, is very little better than no war-  
ship at all. This should show us the value  
of our strings of coaling stations the world  
over, and the paramount importance of their  
being well fortified and garrisoned.

## TELEGRAMS.

## SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

THE CRISIS IN THE  
NORTH.

## GUARDS WITHDRAWN.

(From Our Own Correspondent.)

TIENTSIN, 22nd March.

13.5 p.m.

The guards have been withdrawn  
from the Railway Station by order  
of Field Marshal Count von Walder-  
see, pending the settlement of the  
dispute at home. All is quiet here.  
Received 7 p.m. 22nd.  
Published 10 a.m. 23rd.

## REUTER'S TELEGRAMS.

BRITISH SOUTH  
AFRICA.

## REBELS EXECUTED.

LONDON, March 21st.

Three Dutch Colonials have been executed  
at De Aar for train wrecking.SHARP SKIRMISHING, BOERS  
RETREAT.Sharp skirmishes have occurred between  
Colonels De Lisle and Goring's columns  
and Kritzinger's Commando. The Boers,  
who were well mounted and armed with  
British rifles, retreated.

## VREDE EVACUATED.

## HEAVY FIGHTING.

The British have evacuated Vrede, the  
garrison joining General Campbell's column  
which has had heavy fighting coming from  
and returning to Standerton.

## SICK AND WOUNDED.

Two hundred sick and wounded Cornwalls  
have arrived at Gibraltar.GREAT BRITAIN  
AND RUSSIA  
IN CHINA.TROOPS WITHDRAWN PENDING  
SETTLEMENT.Lord Lansdowne stated in the House of  
Lords that the British and Russians had  
agreed to withdraw their troops from the  
area in dispute at Tientsin, reserving the  
question of the ownership of the land for  
subsequent examination.

## WEATHER REPORT.

The Observatory report says—  
On the 23rd at 12.5 p.m. the barometer has  
fallen on the China coast. Pressure highest  
over N. China, and probably a depression lies  
near S.W. Japan. Gradients slightly moder-  
ate monsoon on the coast, and in the N. part  
of the China coast.

## LOCAL AND GENERAL.

His Excellency the Governor has informed the  
public of Singapore, that His Royal Highness  
the Duke of York will land in white uniform.The plant, goodwill and stock in trade of the  
Commercial Press, at Singapore, were put up to  
auction sale by Mr. H. A. Crane, on the 15th  
inst., and sold for \$1000."THE better you dress a soldier," says Lord  
Wolsley in his "Soldier's Pocket-Book," "the  
more highly he will be thought of by women,  
and consequently by himself."This last batch of Shanghai papers to hand are  
full of correspondence relating to the suppres-  
sion of Lotteries in the Foreign Settlement by  
the Municipal Council. The question is not  
yet settled.We are sorry to hear says the Singapore Free  
Press that Major J. W. F. Long, R.A.M.C., has  
been invalided, and will have to proceed to  
England by the s.s. "Plassy," about the 5th of  
April. Major Long had a trying time on the  
West Coast of Africa during his previous ser-  
vice, and he still suffers from that experience.The Band of the Royal Welch Fusiliers will  
play at the Hongkong Hotel this evening, from  
8 to 9.30 p.m.—PROGRAMME.  
1.—Overture "Des Durs Menes".....Bodini.  
2.—"Blue Bird".....Waldteufel.  
3.—Selection "Belle of New York".....Kerker.  
4.—"The Girl of the Year".....Ellenberg.  
5.—"The Girl of the Year".....Ellenberg.  
6.—"The Girl of the Year".....Ellenberg.  
7.—"The Girl of the Year".....Ellenberg.  
8.—"The Girl of the Year".....Ellenberg.  
9.—"The Girl of the Year".....Ellenberg.  
10.—"The Girl of the Year".....Ellenberg.It is stated that experiments with aluminium  
as a substitute for paper are now under way in  
France. It is now possible, says *Invention*, to  
roll aluminium into sheets four-thousandths of  
an inch in thickness, in which form it weighs  
less than paper. By the adoption of suitable  
machinery these sheets can be made even  
thinner and can be used for book and writing  
paper. The metal will not oxidise, is practi-  
cally fire and waterproof, and is indestructible  
by worms.A STRANGE incident has taken place in Moscow.  
A carriage conveying the image of the Holy  
Virgin of Iberia collided with a cart full of  
snow, and all attempts to free the wheels were  
in vain. Then somebody proposed to tip the  
cart over and turn the snow out, but the driver  
of the vehicle energetically protested. The  
police had to be called in, and when by their  
instructions, the cart was tipped over and the  
snow turned out, a dead body was lying at the  
bottom. It was thus a hidden crime was dis-  
closed.ONCE an Irishman was crossing a certain  
bridge when his pipe went out, and he met a  
gentleman coming the opposite way, and Pat  
asked him if he could supply him with a light.  
"What," said the gentleman in amazement, "do  
you know who I am?" "Shure and begorra I don't,"  
replied the Irishman. "I'm Sir Henry Mont-  
gomery, Knight, Baronet, and Knight of the  
Garter." "Ha, ha, ha, do you know who I  
am?" "No, I don't." "O am Mike the Hooli-  
gan, to-night, to-morrow night, and the night  
after."A SOUTHERN paper tells a story of a mixed  
brood of children which reveals the confusion  
liable to exist in certain families. A widow  
and a widow, each having children, married,  
and children were subsequently born to them.  
The parents agreed much better than the  
children did. One day a neighbour going past  
their place heard a commotion within, out of  
which rose the voice of the wife, screaming to  
the husband:—"Jim! Jim! Hurry out in the  
yard! Your children and my children are beat-  
ing the lives out of our children!"We regret to have to report the death during  
last night of Sergeant Alexander Clarke, of  
the Hongkong Police Force. He died of heart  
disease at the Government Civil Hospital. He  
only reported himself sick the day before yester-  
day. He did very good work in the New Ter-  
ritory, but owing to continued suffering from  
fever he took a station at the Peak. He made  
rapid strides in the Force and had many  
friends. The funeral took place this afternoon  
at the Happy Valley and the Force turned out  
in large numbers to pay respect to his memory.The Hon. Treasurer of the Alice Memorial  
and Netherlands Hospitals begs to acknowledge  
with thanks the following donations to the  
funds of the Hospitals—Reiss & Co. .... \$100  
D. Sassoon & Co. .... 100  
E. D. Sassoon & Co. .... 100  
Jardine, Matheson & Co. .... 100  
Arncliffe & Co. .... 50  
Carlisle & Co. .... 50  
Tai Shing Paper Co. .... 25  
Dorabjee Francis Jumbly .... 5  
Rev. T. Wright .... 5The Echo of China of the 15th inst. publishes  
the minutes of the meeting on the 27th ult. of  
the French Municipal Council. The principal  
business was the adoption of regulations for  
the examination and stamping of the munici-  
pal seal of all Chinese placards posted in the  
French concession, and the fees to be charged.  
These appear to us very sensible regulations,  
and we should like to know if the same kind of  
rules apply in Hongkong to posting of Chinese  
placards. Does the Government know the  
contents of all the Chinese bills which are  
posted up in public?A VERY good up which may be observed to  
advantage in Wall Street, and other places  
where the market is not so quiet, is a type to  
be seen in the windows of the Hongkong and  
Shanghai Bank, which may have  
been in the 1892 connection. No matter  
how carefully a pump is fixed on to a machine,  
it is always likely to collect a fair amount of  
dust or grease, and if the pump is simply  
taken from the machine and used right away  
it is quite likely that the dust or grease will  
be blown into the valve, and cause a  
stoppage, and a very annoying one. The few  
trucks which are used in the city are notMr. H. E. Pollock K.C. the Hon. Treasurer  
of the Seamen's Church and Mission Fund,  
acknowledges with thanks a donation of \$150  
from a friend, per the Bishop of Victoria.AFTER every hanging the public are told that  
"the condemned slept soundly" during his  
last night on earth. It might be added, says a  
well informed exchange, that every convict  
awaiting execution is given a sleeping draught,  
so that his last earthly slumbers may be  
peaceful.The annual inspection of the Hongkong  
Volunteer Corps was made this afternoon by  
Major General Gascoigne. Despite the very  
unpropitious state of the weather there was an  
excellent muster, and the inspection passed off  
satisfactorily. A full account will appear in  
our Monday's issue.

## THE RAISING OF THE DREDGER.

Renewed efforts are being made for the turn-  
ing over and raising of the dredger Canton  
River. Parbuckles have been placed round  
the vessel and one of H.M. battleships is to be  
called into service to assist in the operations.  
It is expected that the work will be successful  
and that the dredger will once more be righted  
within a short time. Guncock charges have  
had to be used in placing the three parbuckles  
in position, and the workers have been con-  
fronted with not a few difficulties of this kind.  
We hope shortly to be able to state that the  
operations have been completely satisfactory.THE "POLTAVA" AND  
"SEVASTOPOL."The two Russian battleships now in port, the  
Poltava and Sevastopol, form a very formidable  
addition to the Tsar's fleet in Far Eastern  
waters. The former is a vessel of 10,960 tons,  
length 367 ft. 6 in., beam 60 ft., draught 26 ft.,  
speed 16.2 knots. Her armament consists of  
four 12-inch, twelve 5.9-inch quick-firers, thirty-  
four smaller guns and six torpedo tubes. She  
was built at St. Petersburg in 1894 at a cost of  
£1,098,000.The Sevastopol is a vessel of the same dimen-  
sions and armament, but of 17.5 knots speed,  
she was built a year later than her sister ship  
at an equal cost.

## THEATRE ROYAL.

Mr. Henry Dallas's Company repeated the  
performance of "The French Maid" at the  
Theatre Royal last night before a fair audience.  
The piece was played successfully and entores  
were frequent during the evening. Miss Helvie  
Peel with her songs and Miss Violet Capel in  
a dance were conspicuous, whilst the acting all  
through was very satisfactory.

## MONDAY'S PRODUCTION.

## "THE GAY PARISIENNE."

Night after night this talented company con-  
tinues to draw large audiences, and the un-  
hesitating manner in which the same demon-  
strate their approval is a proof, if one were  
needed, that the company is quite the most  
popular one that visits these parts. After pro-  
ductions recently of such delightful musical  
pieces as "Florodora," "San Toy," "The  
Belle of New York," and "The French Maid"  
(the latter finishing to-night) we are promised  
a treat on Monday next in the first production  
by this company, of the decidedly smart  
musical piece "The Gay Parisienne." Those  
of us who saw the piece during its long run at  
the Duke of York's theatre at home will be  
able to renew a very pleasant acquaintance.  
The smart and often brilliantly witty di-  
alogue, added to some of the most tuneful  
music that has ever come from the  
facile pen of the talented composer, make  
the "The Gay Parisienne" quite irresistible.  
How we shook our sides over the extraordinary  
antics of that quaintest of comedienne Louis  
Frear, and again at the troubles of the much  
worried Mr. Honeycomb and his grief-laden  
spouse. The piece abounds in amusing situa-  
tions and keeps the audience in a ripple of  
meritment and contented good humour from  
the opening chorus to the finale. Mr. Dallas  
promises to mount it in his usual complete  
style in the matter of scenery and dresses—al-  
ways a most important item, and one in which  
he excels. In "The Gay Parisienne" we have  
charming Mrs. Dallas back again in the cast,  
and in a part which should suit her admirably.  
We do not see half enough of this clever lady  
this season, and her inclusion in Monday's cast  
will give universal satisfaction.  
On Thursday next we have a revival of "The  
Geisha."

## CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by  
Correspondents in this column.

## ROWDYISM ON THE FERRY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."  
DEAR SIR,—As a sufferer from the nuisance  
of which you so bitterly complain, namely, the  
filthy language and obscene behaviour of  
drunken men on the late Ferry launches, I can  
quite endorse all that you say with reference  
to the desirability of these scandalous scenes  
being put a stop to. It is bad enough for any  
decent minded man to have to put up with it,  
but for delicately sensitive women and, worse  
still, young girls, to have to listen to the pro-  
fanity of the *Halles*, is unendurable. However,  
I cannot quite see that the remedy you propose  
is going to mend matters. To differentiate a  
drunk is a difficult matter and might result in  
the differentiator being fined for defamation of  
character. What is wanted is a picket—Naval  
and Military—to be on duty at the Ferry Jetty  
from say, ten o'clock, and for the police to deal  
with the rowdy civilian element. Anyhow, the  
notorious scenes of disgusting bibulousness must  
be stopped on the Ferry launches, otherwise,  
no self-respecting woman will dare visit a  
theatre or accept a dinner or party invite in  
Kowloon. There is urgent need for reform in  
this matter and, I trust, steps will be taken to  
initiate it at an early date.

## A KOWLOON RESIDENT.

Hongkong, 23rd March, 1901.

## SMALL-POX.

Number of cases reported (Chinese) ..... 13  
up till noon of the 22nd. Other Asiatics ..... 9  
March, 1901. (Europeans) ..... 0  
Number of cases reported (Chinese) ..... 13  
during the past 24 hours. (Other Asiatics) ..... 9  
(Europeans) ..... 0  
Total number of cases reported to date, 137  
Number of deaths reported (Chinese) ..... 17  
up till noon of the 22nd. Other Asiatics ..... 1  
March, 1901. (Europeans) ..... 0  
Number of deaths reported (Chinese) ..... 17  
during the past 24 hours. (Other Asiatics) ..... 1  
(Europeans) ..... 0THE CHINA AND MANILA  
STEAMSHIP CO., LTD.The eighteenth ordinary general meeting  
of shareholders in the Company was held at the  
Company's Offices, No. 14, Des Voeux Road,  
Victoria, to-day at noon, for the purpose of  
receiving a Statement of Accounts and the  
Report of the General Managers for the year  
ending 31st December, 1900, declaring a divi-  
dend and electing a Consulting Committee and  
Auditors. Mr. R. Shewan occupied the chair,  
and there were also present Messrs. N. A.  
Slebs, D. Gillies, H. P. White (consulting com-  
mittee), A. Babington, Maxwell Watson and  
Fung Wa Chun.The notice convening the meeting was read.  
The Chairman said:—Gentlemen,—The re-  
port and Accounts having been in your hands  
for some days, I will with your permission  
follow the usual custom and take them as read.  
The figures in the Accounts speak for them-  
selves, and indicate that the Company has had  
a very successful year. Cargo, during the first  
half of the year especially, was plentiful, and  
to meet the increased trade we felt we had to  
get more tonnage, or else lose our position and  
hold on to the Line to a considerable extent.  
Fortunately just at the time we required an  
extra boat we were able, as I informed you at  
the last annual Meeting, to buy the *Perla*,  
late *Aluminium*, on very advantageous terms,  
and I am glad to report to you that she has  
proved a most satisfactory vessel for our pur-  
poses and has paid the Company well for the  
time she has been running. As you are aware  
we have contracted for two new Steamers of a  
more modern type, and with rather more cargo  
capacity, which we hope to have out here  
towards the beginning of next year. We are  
sure they will prove a very valuable addition  
to our Line, and enable us to meet the changed  
condition of the traffic with Manila with more  
up to date vessels. We have been asked by  
several Shareholders why we do not recom-  
mend a large dividend, but the answer to that  
is "You can't eat your cake and still have it."  
We have to pay for the two new boats, and  
until that is done you must be satisfied with  
moderate dividends, although I might add  
that 16 1/2% by no means a poor return. Pros-  
pects for the year seem to be very fair, export  
business from here is good, but on the other  
hand, the trade from Manila to this has not  
improved as we expected. Shipments of Hemp  
and Sugar are few and far between, but the  
circumstances especially as regards the first  
named staple, are peculiar, and I have no  
doubt that time, great Healer of all our ills,  
will bring about a change for the better,  
and that a full cargo from Manila, will no  
longer remain as at present, a thing of the  
past. There is nothing I can see in the  
Accounts that requires explanation. I may say  
that outstanding freight for 1899 is now all  
collected as well as the greater part of that  
outstanding for 1900, and before moving the  
adoption of the Report I shall be pleased to  
answer any questions that Shareholders may  
wish to put.Proposed by the Chairman.  
Seconded by Mr. Maxwell Watson, carried.  
Consulting Committee, (Messrs. Gillies,  
Liebs, White and Shewan).  
Proposed by Mr. Fung Wa Chun.  
Seconded by Mr. Babington, carried.  
Auditors, (Messrs. F. Henderson and Tam-  
old), Proposed by Mr. Gillies.  
Seconded by Mr. Slebs, carried.  
The Chairman:—That is all the business,  
gentlemen. Dividend warrants will be ready  
on Monday. Thank you for your attendance.

## ROYAL HONGKONG YACHT CLUB.

The tenth Club Race of the season will be  
sailed on Sunday, 24th instant. Course, from  
Police Pier round Covehow, to starboard,  
Channel Rocks, to starboard, and return to  
Police Pier, distance 16 miles.

## HONGKONG SHARE MARKET.



11 Noon—Meeting of the Shareholders of the

NAME: [REDACTED] MR. [REDACTED]



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 26th Mar., at Noon.
ROSETTA MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 29th Mar., at 4 P.M.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 21st March, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 27th March. Freight.
SAVOIA.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 4th April. Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 8th April. Freight.
SIBIRIA.....	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG).....	About 15th April. Freight and Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.  
For further Particulars as to Freight, &c., apply to  
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD,  
OSTASIATISCHER FRACHTDAMPFER DIENST.TOYO KISEN KAISHA.  
U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP CO.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Thursday, 28th Mar., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Tuesday, 23rd April, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama &amp; Honolulu)..... Thursday, 16th May, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 28th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

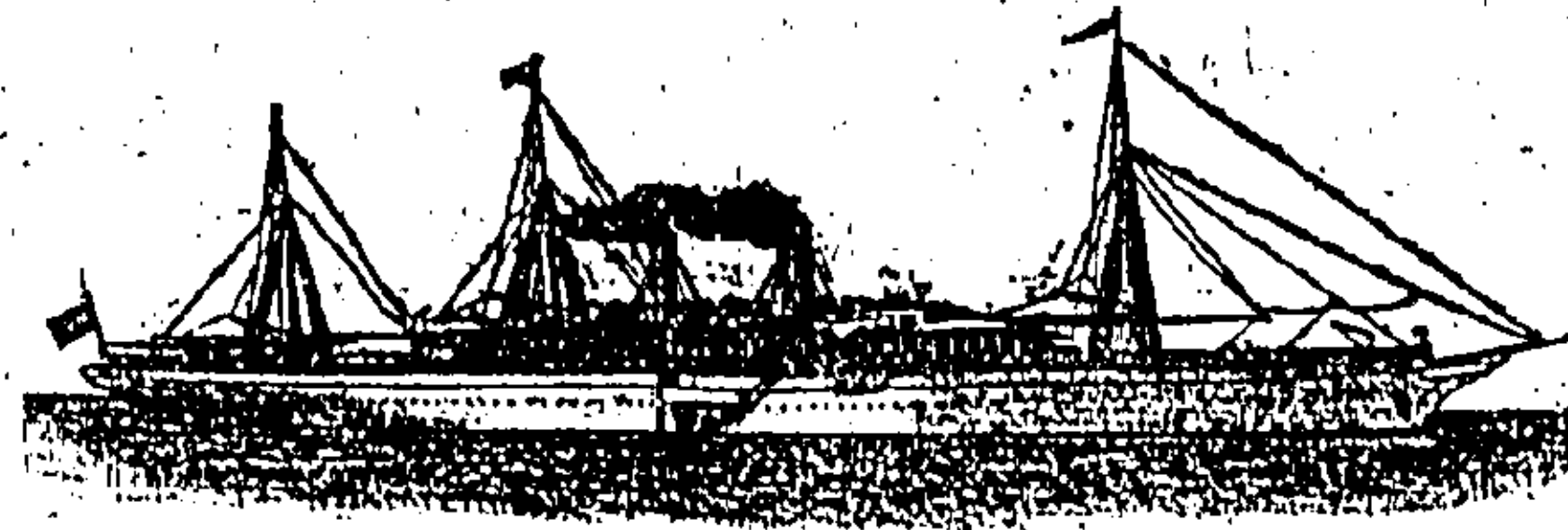
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Hongkong, 13th March, 1901.OCCIDENTAL AND ORIENTAL  
STEAMSHIP COMPANY.TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaulle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 13th April, at Noon.

Gaulle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 7th May, at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 1st June, at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 19th March, 1901.

CALIFORNIA AND ORIENTAL  
STEAMSHIP COMPANY.IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA  
FE RAILROAD CO.PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO.SHANGHAI, INLAND SEA OF  
JAPAN AND HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,  
and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... 5.023 Saturday Mar. 30

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

## Mails.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR	STEAMERS.	TO SAIL.
TAIWANFOO.....	"HOIHOW".....	26th instant, at 3 P.M.
SHANGHAI (DIRECT).....	"SZECHUEN".....	26th instant.
CEBU and ILOILO.....	"KAIFONG".....	27th instant.
MANILA.....	"SUNGKIANG".....	29th instant, at Daylight.
MANILA.....	"TAIYUAN".....	30th April.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TAIYUAN".....	9th April.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd March, 1901.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL.....	"PYRRHUS".....	29th instant.
GLASGOW.....	"ANTENOR".....	1st April.
	"ULYSSES".....	11th April.

FOR

LONDON.....

LIVERPOOL (DIRECT).....

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 19th March, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA via AMOY.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on MONDAY, the 25th instant, at Noon.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 23rd March, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND  
CALCUTTA

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on TUESDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 21st March, 1901.

THE OSAKA SHOEN KAISHA,  
LIMITED.FOR FOCHOW VIA SWATOW AND  
AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 13th March, 1901.

THE CHINA AND MANILA STEAM-  
SHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA,"

Captain G. T. Blackland, will be despatched as above on WEDNESDAY, the 27th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to  
SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 20th March, 1901.

## NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"ROSETTA MARU,"

(3,411 Tons Gross, Captain N. Tait), will be despatched for the above Port, on FRIDAY, the 29th instant, at 4 P.M.

This Mail Steamer is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.

Hongkong, 19th March, 1901.

FOR NEW YORK VIA PORTS AND  
SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"GYMERIC,"

will be despatched for the above Port about the end of March, 1901, and will be followed by the S.S. "RICHMOND CASTLE," "PATHAN," "FERDINAND," and "LOWTHER CASTLE."

For Freight, apply to  
DODWELL & CO., LIMITED,  
Agents.

Hongkong, 11th March, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-  
GATION COMPANY.STEAM FOR  
SINGAPORE AND BOMBAY.

(In close connection with the Co.'s Accelerated Line to TRIESTE).

THE Company's Steamship

"MELPOMENE,"

Captain Matovich, will be despatched as above on WEDNESDAY, the 3rd April, P.M.

For information as to Passage and Freight, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 19th March, 1901.

THE OSAKA SHOEN KAISHA,  
LIMITED.

FOR TAMSUI via SWATOW &amp; AMOY.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Schajima, will be despatched for the above Port, TO-MORROW, the 24th instant, at Daylight.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 23rd March, 1901.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodgins, will be despatched for the above Ports, on TUESDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 22nd March, 1901.

## Announcements.

## MITSUI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHWANG and all Ports in JAPAN.

Agencies:—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshinotani Coal Mines.

Ohnuma Coal Mines.

No. 1, Ohtsui Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Maneco Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagawachi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milke Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA,

M. FUJISE,  
Manager.

Hongkong, 11th December, 1900.

## NEW GOODS.

PLENTY  
IN  
HAND.D. NOMA,  
No. 12,  
Beaconsfield  
Arcade,  
Opposite the City Hall.

Hongkong, 30th April, 1900.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, and CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition,  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.

Nos. 54 &amp; 56, Queen's Road Central.

MEE CHEUNG,  
PHOTOGRAPHER.Top Floor of "ICE HOUSE," in  
Ice-House Road.[S now in a position, in his New and Com-  
modious Premises, to equip, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS and VIEWS  
a specialty.  
Hongkong, 22nd September, 1900.]NOTICE OF REMOVAL.  
I BEG to inform my Patrons and Public  
Generally that I have REMOVED my  
Stores from No. 13 to No. 5, D'ARVILLE  
STREET.



## THE BILLIARD HANDICAP.

It was rather singular how I came to join that handicap. A little while before I began to be interested in billiards. I had learnt how to strike the object ball to put on "side" to "screw" and to "put." When I could score about fifty in the hour, I began to think of the time when I should challenge Roberts.

About this period—the St. Leger week was drawing near—a handicap was got up at the St. Leger Club. The secretary asked me to make one of the players. I declined, but Plumer, seeing I was half inclined, he told me he felt sure I should win the premier prize. They commenced an anxious time. First, I observed that the board at the club was full sized, while that I had been used to play upon was only a three-quarter. This would make it more difficult to score. I should not know the angles so well. But I had many friends and they all advised me to practice. I practised, and my friends instructed me; while they partook of sundry drinks I had the honour of paying for. This, of course, I did not object to, being assured I was bound to get the second, if not the first prize.

While practising I had many advisers. Scribble told me to knock the balls about. "Give them plenty of cue," he said, "there are six pockets, besides your opponents' ball, and they are sure to go somewhere." Steward, however, taking the cue, showed me the best way to play carefully. "Strike your ball," he said, "so that it will just cannon with the other ball or if you are going for a hazard, or to 'skip,' the ball will just roll into the pocket." (Clark told me that I hit the ball too low; Taylor that I struck it too high; Barber that I did not put on enough side; and Butcher that I should do better if I struck the ball more in the centre. Then Trimming cautioned me to be more particular when I struck, as there were times, he said, when I wanted to put on the right or the left side. I just did the contrary. This preparation for the contest lasted some days, and my generosity, in providing the necessary refreshments for my friends, was at times put to a rather severe test. But when I thought of the prize that I was going to win, and the honour that would go with the winning, I did not mind much. Only on one point did I attempt to disagree with my many instructors. My opponent was known to be a man who liked the good things of this life. William Henry, who was best known by the name of "Roscoe," advised that on the day of the contest, but before commencing the contest, I should take and treat my adversary to a good dinner, and the usual et ceteras which generally follow when it is decided to do anything so important as a billiard match. I followed him, and he had heard that the man could play better when drunk than when he was sober. So I practised, and practised, and practised, till the day I and my opponent met.

I was rather surprised to see the large company that had assembled. Roscoe explained they had come to see me take Cops down. Cops—that was my opponent—he assured me, was anything but a favourite. Cops certainly looked a little nervous, but this I was not surprised at; for very likely he had learnt, from one source or another, the little chance he had. Suddenly I felt my arm touched. Turning I saw Cops.

"I don't like all these folks being here," he said. "They make me uncomfortable." Roscoe, who heard him, winked at me. I myself was a little glad, though I did not care if Cops should see this. His feeling uncomfortable, I thought, was all the better for me. "They seem very much interested in the game," I said.

"Well, it will soon be over," he answered. Then, after awhile, "By-the-by, old chap, come and have a drink. I want to feel that whatever the result is, we personally shall be friends."

"Certainly," I replied. But I did not care about Cops's proposition. I had not forgotten about William Henry advising me to treat Cops, that I might win the game, and of Steward warning me that Cops could play, under the influence of drink, better than without. Was Cops wanting to treat me, knowing that he would be the better for a drink, and thinking I should be the worse? I was about to decline his invitation when he again seized me by the arm: "Come along old man," he said, "we have not much time." Almost before I knew, we were at the bartaking a friendly glass together. Just as we returned to the room, one of my friends came to me. "Cops is in 'funk,'" he said. "They are laying two to one on you." I felt a little flattered, and I thought of the time when they would clap and hurrah me for winning.

Presently everything was ready, and we took our places at the table. Cops broke the balls. I saw his face darken as I cannoned on the ball he had placed in bank. We played with varying results until the marker called Finnerker 58, Cops 38. I saw Cops in despair. Just then my friend came to me. "I have laid twenty to one," he said. "I put a little on you." "Do as you like," I answered. "But do not bother." Cops, I fancied, heard me, for he looked more glum than ever. I still continued to lead, try all that Cops did, and there was a general cheer when the marker called: Finnerker, 121; Cops, 102. As I only wanted 20 to win, I thought it was time to show what I could do. But just now the balls began to roll wrongly. I could get very near to the pocket, or to the ball I wished to cannon on, but I could not get the pocket or the cannon. The worst of it was Cops began to knock the balls about and to "fuke" amazingly. The interest now centred in the game, and when the marker called: Finnerker, 140; Cops, 134; I began to be alarmed. Nor was I much comforted when Cops remarked: "Will you lay another twenty to ten?" It was not nice under the circumstances, and I began to think that Cops was anything but a gentleman. Just then, through a bit of luck I ran up to 147. Now was my revenge. I saw Cops in despair. I only wanted three. The red was within easy distance of the pocket. It would not be difficult to run in, and then—gan! "Hell miss it," I heard Cops whisper. I determined I would not miss it. I struck the ball and sent it into the pocket without its touching the red at all. Cops was in ecstasy. But he had not won yet, and the balls were not in the best of positions. But he scored, and scored, and a ringing cheer which rose told me he had won.

I looked round for my friends. They had left. I heard they had suddenly remembered they had another engagement. While I was standing alone, discomfited, I felt a tap on my arm. It was Banks. "Mugge," he said, "I laid me thirty shillings to fifteen." "Yes," I said, "telling me that had to do with me." He told me, "Banks," that it was on your account. I paid him rather reluctantly, wondering if there were any more. Later on I discovered there was, and when I came to reckon up I found this to be the result:—

Refreshments for friends while playing 50 12 4  
Cost of billiard tables for practice 50 0 0  
Paid debts (loans) made by Mugge 2 5 0

Total cost 102 12 4  
To credit 0 0 0

Banks said my billiard cue.

## THE WAR AND THE DIAMOND TRADE.

The fact that the world is now almost wholly dependent for its supply of diamonds on the South African mines made it inevitable that the continuance of the war would have a marked effect on the diamond and jewellery trade. In order to ascertain how and to what extent this effect has exhibited itself, a representative of the *Full Mail Gazette* has made inquiries among diamond merchants and jewellers in the City and in the West-end, in the course of which he has elicited some interesting information on the subject. The principal one of the largest retail firms in the City (Messrs. Cornhill) stated that the war had not had anything like the effect they anticipated. "It has," he continued, "limited the supply of diamonds considerably, and caused the prices to increase to a very great extent; in fact, they have gone up in the last twelve months, I should think, 50 per cent. The demand for diamond goods is not nearly so great as before the war. What we do now is mostly fancy jewellery. As to the further increase in the price of diamonds, I think that is likely, judging by the prospect of the war continuing. In any case, I do not think that diamonds will go down to the prices they were at before."

Among other firms visited in the City was that of Sir John Bennett, of Cheapside, whose manager, Mr. George Russell, furnished our representative with some remarkable facts. "The consequence of the war," said Mr. Russell, "has been to raise the price of diamonds at least 35 per cent. The war has had no effect so far as gold ornaments are concerned, but the prices of all gems—pearls, emeralds, sapphires, rubies, and so forth—have gone up enormously."

"To give you an example of the effect of the rise in prices, we have positively broken up thousands of pounds' worth of old stock to make up in rings, &c., and to save the cost of buying new stones. And it has paid us to do it. We have sacrificed the mounting and remounted the stones rather than buy new stones, and that is the case throughout the trade."

Inquiries in Hatton Garden, the home of diamond merchants, generally confirmed the information supplied by Mr. Wolff, of the firm of Wolff and Keiss, who are entirely in the wholesale trade.

"Since the war began," said Mr. Wolff, "business has practically collapsed, the diamond business anyhow. Everything has gone up in our trade—not only diamonds, but emeralds, for instance, have gone up ten times as much as diamonds. It is owing to the smallness of supply. Emeralds are much more expensive now than ever they were. In fact, they are so dear that I cannot touch them. Pearls, too, are very dear; in fact, everything that is fine has gone up in price. No; I do not credit the statement that the De Beers people are holding back stuff so as to maintain the prices. It is the Americans who make the prices so dear. They buy up three-fourths of the diamonds. If the Syndicate had to rely upon England, the price would go down. Americans buy the very finest diamonds, and will pay any price for them. As to whom the increased profits have gone, I think the Syndicate has got the cream. There are only six of them, and there never was such a monopoly as theirs. They regulate the output of the mines, and make a contract with the De Beers people for every year. Profits? I should not like to commit myself to figures; but, roughly speaking, I should say that they have made about two millions of money in one year between them."

In the West-end, the general verdict is that the war has had a serious effect on the trade, due, in the main, to the absence of such a large military connection, necessitated by the operations in South Africa. The rise in diamonds and precious stones has been very considerable, and, in many cases, prohibitive.

## KISSING.

A special New York dispatch of 20 January to the *North American States* that Dr. Anna Hatfield, the chief factor in the anti-kissing movement started by the Woman's Christian Temperance Union, has studied kissing, and knows whereof she speaks.

"It is a vicious habit," she reiterated, "and if vice crusaders really want to purify society they should commence by tutoring children from their earliest infancy that kissing is an evil."

"If you will take a microscope and examine the teeth you will realize how limitless are the dangers of kissing. Kissing has come to be a greater plague than drink. It is more insidious; it is more deadly. Girls are not taught to view a kiss with awe, as they were in the days when I was young. Girls then considered a kiss a betrayal."

"Then engaged people may kiss?"

"No," said Dr. Hatfield, positively, "engaged people should not kiss. A betrothal kiss is a different thing. It is simply a token of respect, the sealing of a pledge."

"The mothers of to-day," continued Dr. Hatfield, "are to blame for nine-tenths of the evil that exists. They don't know how to train children. When their sons and daughters are babies they are kissed incessantly. Every one who comes in is allowed to torment that infant with the same fashion. By the time the infant becomes a child of several years it has become used to the kissing, and you will find that children before they are five have cultivated the kissing habit. It is like any other vice."

"Which, to be dreaded, only needs to be seen: But seen too often, familiar with its face, We find endurance, then, pity, then embrace."

"The trouble is, with modern mothers, that they are too liberal and their daughters do not receive the protection that is their due. If some of the hours spent in solitary association with young men were given up to teaching them how to become good wives and mothers, girls would realize that the way to win a husband is not through the medium of spooning."

"Kissing between women is quite as unwholesome a practice as could possibly exist. Have seen women kiss each other—not once or twice, but hundreds of times—who hate each other, who would kill each other through the medium of their kisses if it were possible. Yet it is expected of them, and so they are hypocrites."

Local leaders of the Boston W. C. T. U. are certain that whatever the Demorest branch of the union in New York may hold, kissing neither has made, nor is likely to make, serious ravages among the young women of Boston. Mrs. Todd, secretary of the Massachusetts branch of the union, interviewed said:

"That isn't a Massachusetts idea. It belongs to New York. We are not responsible for what happens in the Empire State."

"Dr. Anna Hatfield is reported to have said that a girl should not kiss the man she is engaged to. Isn't that a sensible remark?"

"Absurd!" exclaimed Mrs. Todd, with a motherly smile. "I should want to hear from headquarters before discussing the matter. As for any such action in this State I do not think it is necessary. The conservatism of Boston girls is well known."

"You mean that their attitude toward kissing is that of a chilling frost?"

"Exactly," smiled Mrs. Todd. "We have had some talk about kissing as unhygienic and a possible propagator of disease. As to kissing it is really disgusting."

"What a ridiculous notion!" said a young man who was sitting near by.

## THE PALETTE OF NEMESIS.

A man stood on a mossy stone in mid-stream—a man big-limbed and young—and he fished he fished now and again, snatches of song in a gay, light-hearted way. A girl sat on the bank—a pimple maiden in a cotton frock—and she held his fishing-basket in her bare pink arms, and threw back jest for jest to him across the gurgling bit of water that darkened between them. They were not mere acquaintances, these two; for several weeks the little drama had been enacted. A rising barrister with a mania for fishing—lodgings in a secluded little village for the Long Vacation—the daughter of mine host to add a zest to the day's sport. It sounds simple enough, and it was—for him, for her well, whilst the dream of woodlands and promotion over his bobbing float, the work of something less tangible than just the bank—she was a true daughter of Nature, this little pimple maiden—fresh and dainty, and altogether pleasing; but her mind was set beyond her station—so her father said, and he was right. The young barrister found her company quite singularly attractive. By day he was playful, and teased her about her village swains; but when the summer moon peeped out and touched the rushing stream with silver, he grew grave and incautious, and talked about himself. It was an attractive pastime for him with just a soupçon of danger about it, but only enough to keep him anxiously interested. It was with a thrilled surprise, therefore, that he began to realise she was not the sort of everyday little Phyllis to whom a kiss now and then was only a kind of piquant sauce to the drudgery of life.

There was some real tragedy in the scene which took place on the evening before his departure. Not tears, but dry passionate eyes looked such anguished love that he threw discretion to the four winds and scooped her with an eloquence which even a soulless jury could not always resist. Various visionary prospects and half-whimsical promises were uttered, and in the end he gave her time to make a name—to gain wealth—and they would defy the world together. When a bright cry had sought its pillow at length the brain inside ran riot for very fullness of joy. Such transformations as it pictured—the metamorphosis of a little country maid into a stately lady, with, oh! such a brilliant husband who worked for her and in whose smiles she basked!

Next day the barrister went back to London and to work, and the little maiden inked her fingers and furrowed her brows over books bought with her scanty savings.

She was beginning to train for the life of her dream—and his promises.

Four years went by. The little maiden gave up her books. Her dreams changed in character, and her heart grew hard; her step, too, became wondrous slow, and she never sang at her work.

At first letters had come from London, but the intervals grew longer and longer, and then ceased. It was nearly three years since one of her own letters had come back with "Not known" scrawled across the envelope. She looked at her pitifully small bundle tied up with a photograph he had given her and tried to harden herself into destroying them all.

Her father had another visitor—not a fisherman, but an artist. Sometimes she watched him paint; and one day a thought struck her.

"Paint me," she said, when he was putting the finishing touches to a small view of stream and hillside. "Paint me sitting on this stone just here."

He smiled indulgently, as one who humours a pretty caprice child.

"Very well," he said; "only you should have some fallow by your side, and it should be called 'Love's Young Dream.'"

She did not smile back, but looked at him with her eyes fixed on his face. She sat on the cottage and and returned carrying something in her hand. She gave it to him. It was a full length photograph of a man, knickerbockered and stalwart, posed with an easy grace on a piece of boulder, and at his feet a fishing-basket.

"Will that do?" she said, eagerly. "Will you paint, as you said, a picture of me—and him—and may I name it?"

The artist, who was in a light vein himself, was amazed at the strained, feverish anxiety with which she proffered this request. However, he had more or less completed the work he had come to do, so he made to please her than to interest himself in her half-careless sketch.

But it was such a dear, earnest-looking girl, she watched his progress with such painful interest. Never, too, had artist such a model—she sat with a supple ease and naturalness, but as rigidly still as the stone-carved Crusader in the old church hard by. And when it came to the more difficult part—the enlarging and re-posing of the other figure—she supplied such vivid and accurate descriptions, and the bright spots in her thin cheeks burnt so fiercely with excitement, that in spite of himself, the artist grew absorbed, settled to his task, and worked well.

It was a picture enough—just the figures by the banks of the stream—the pink-froged country maiden, with swinging sun-bonnet, sitting on a projecting stone, and the tall man lying at her feet, gazing up into her face with treacherous love-lit eyes—the little maiden with parted lips seeming to listen to him ecstatically, as if she saw her paradise in the words he was saying. When it was finished, he stood by his model and they devoted it together.

"You will send it to some exhibition?" she said, as was her wondering what had inspired him to do his best piece of art in such a strange way. "It is wonderful—beautiful—and they do have big exhibitions in London, for you have told me so; and it should bring you fame, for it is just like life itself." Her breast heaved strangely. "Promise me, oh, promise me you will send it somewhere—where all the world may see it."

The artist asked no questions; probably he had painted his curiosity and his surmises into the wonderful passion-lit face before him—and he promised.

Favourable London had come, as fashionable London would do, to gaze at the dazzling array of gay costumes on the private view day at Burlington House.

Two middle-aged ladies, resplendent but exhausted, who had "done" the rooms somewhat perfunctorily, now sat down to "do" the company very thoroughly.

"There goes the new C.C.," said one (whose husband was still waiting for briefs), "his speech at the Seymour trial is quite the sensation of the hour."

"Who's the girl with him?" queried her friend; "quite remarkably pretty, isn't she?"

"Oh, yes," said the first, "that's his fiancée. I'm all set for her. I believe, as an early daughter—quite poor, but, as you say, charmingly pretty—the rage of the season, in fact rather a prize; I hear the Puritan type of girl, you know. But men like that sort of thing for a change. They say he simply worships her."

Meanwhile the pair in question were so busy up in their new-found happiness that they were utterly oblivious of the interest they had excited.

"What a ridiculous notion!" said a young man who was sitting near by.

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there is something good with that crowd round it; let us go across."

He acquiesced, laughing, and they strolled up, and stood on the outskirts of the little throng of spectators, and gazed at the picture. It was called "The Land of Promise." Suddenly, some sense of familiarity with the scene began to dawn upon the man, and his heart contracted; then bounded violently in his breast. The girl's perception was quicker; she glanced with a shudder from the white face beside her to its treacherous counterpane smiling from the canvas—and understood. He did not know how long he looked, searching out every well-remembered detail, methodically, mechanically, as if he were getting up points of evidence in a case. The little crowd melted away, and he came back with a start to the present and turned away with forced smile and switching lips. He would laugh it off to the woman who believed in him—something about a coincidence—strange, but likeliest. He turned further round to find her. His eyes swept the room.

But the girl was there no longer—she had gone with the crowd.—S. and Gossip.

## THE GREAT STATE COACH.

After having been in use for just one hundred and one years the royal state coach has lain by and been occupied by nothing but mummies for 38 years. But when the King and Queen go in to open Parliament on Thursday, says *The Morning Leader* of a late date, the grand old coach will look as magnificent and as picturesque as ever.

If anything, the royal coach will really look better than it has ever looked before. For it will have no coachman riding on it, and that will lend it a grace and a fitness it never had in its youth. There has not been time to get a new harness made, and as the old one, after laying by for nearly 40 years, is an old one, the harness cloth and the coachman have got to be done without. So far as looks go this will be an improvement, though in the matter of exciting public wonder some may regret it, for the ornamentation of the hammercloth was of solid gold. It is lying in the strong room at the Royal Palace, and will no doubt make its appearance again in time. But there is no need of a coachman; the horses are controlled by postillions.

Queen Victoria never liked riding in the big state coach. First of all it is not an easy vehicle to get in and out of. And, oddly enough, it is not comfortable to ride in. Its perpetual swag-swing on its straps makes a motion which resembles that of a boat in which somebody is "larking."

Moreover, the coach was extremely dangerous. The wonderful improvement of the paving of the London streets since the days of George the Third made the great coach unsafe to ride in. It had no break and it weighs four tons. No two horses in the world could have held it back—and, of course, all the holding back had to be done by the two horses at the pole. Going down such a hill as that of St. James's-st., now that smooth paving has taken the place of muddy or at any rate soft macadam, it would have taken a couple of elephants to hold it back.

One of the late Queen's coachmen told the writer once that even with the semi-state coach his heart was always in his mouth going down St. James's-st.

But the King has had this remedied. The old state coach is being brought up-to-date by the addition of a brake.

This brake is to be on the inside edge of the back wheels, and is worked by means of a screw, which will be in charge of one of the state footmen who walk behind. It is very readily applied, but is very powerful. If the famous eight cream stallions should become restive the footman at the break could screw it down till the eight might tug at the coach in vain. The King will now therefore be able to go anywhere in his state coach in perfect safety, and will no doubt use it frequently.

Two or three English firms have claimed the credit of making the royal state coach, and who really did make it is, curiously enough, not known with any certainty. But there is reason to believe that it was not made in England at all, but in Ireland. The credit of the work, which is as good and sound to-day as on the day it was made, is believed to be due to an Irishman named Hobson, who made the coach in Cork, and brought it over and put it together in England.

Yet though the actual maker's name has not been kept, nor has he recorded it himself anywhere on the vehicle so far as has ever been found, the royal accounts show with singularly interesting detail what the coach cost. The sum, apart from the honorarium to the great artist Cipriani for painting the panels, amounted to £7,561 16s. 3d. It was disbursed as follows:—

	£	s.	d.
Coachmaker	1763	15	0
Carver	3500	0	0
Gilder	933	14	0
Painter	375	0	0
Lacemaker	737	10	7
Milliner	31	3	4
Mercer	202	5	10 1/2
Woolleddraper	4	2	6
Chaser	665	4	6
Harness maker	385	15	0
Blacksmith	99	9	0
Saddler	10	6	0
Cover maker	3	9	6

£7561 16 3 1/2  
Lord George Sanger is credited with having once offered £1,500 for it.

The coach is gilded all over except the panels, which bear Cipriani's pictures, and the interior is upholstered in crimson satin. It was designed for King George III. by Sir William Chambers to eclipse one designed some few years earlier by Sir Thomas Elkins. The construction took three entire years, 1759-1762.

The coach stands 5ft. 3in. high, is 5ft. 4in. wide, and measures 35ft. in length with the pole. As has been said, it weighs nearly four tons.

The body hangs free upon four wide leather bands, which are covered with crimson morocco leather and with massive gilt buckles, and are borne by four huge Tritons. Beneath, joining the axles of the fore and hind wheels, is a double pole, but so curved that it is not much seen.

The Tritons in front appear to be dragging the coach along by means of golden cables twisted over their shoulders, and with shining cheeks they are blowing great conch shells to encourage the coming of their royal burden. The Tritons at the back are threatening the following throng with imperial frowns.

The body seems as if it were formed out of eight golden palm trees, the branches of which support and hold the roof. At each corner at the top is a large emblematical design, surmounted by a helmet. From these run four great laurel festoons, meeting in the centre; and carrying the centrepiece, three boys, representing the three kingdoms, and holding aloft the imperial crown and sceptre. The chief feature of the ornamentation consists of festoons of laurel and bay leaves, and the pictures of the three kingdoms.

Cipriani's pictures all the three lower panels are of the same kind, and the same scene. They are beautifully painted, and represent historical and allegorical subjects.

The wheels, which are comparatively slight, are carved after the models of the triumphal cars of ancient Roman emperors.

There is but little doubt that the use of this fine coach by the King will in these days of enormous wealth give a great fillip to the coachbuilding trade.

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## LORD KITCHENER'S PARTY AND THE FLEAS.

Slatin Pasha's feeling reference to the Egyptian plague of the lively insect irresistibly reminds us (says *The Daily*) of an episode which took place on the banks of Old Nile a few years ago. The Sirdar, in the plenitude of his wisdom, conceived it would be a very cute thing to combine business with pleasure by taking a lot of fellows of the Anglo-Egyptian Army, and a score or so of fair English and American visitors, to Cairo, a few miles down the river, in a steamer, to inspect some empty barracks which he was minded to appropriate. The ladies (mostly young and pretty) accompanied the officers in their tour of inspection round the barracks, the floors of which were deep in dust. Soon, there were apparent signs of distress among the girls and their chaperones. Do what they would, it seemed impossible for them to avoid every now and then stooping down furtively to pull up the hem of their skirts, and a billow of white-laced petticoats gave a nervous scratch at a shapely silk-clad ankle. Presently things became desperate, and any further attempt at disguise being impossible, every lady was rubbing and scratching herself through her skirts like mad. When their cries of genuine dismay brought their cavaliers to the rescue, it was seen that even the outside of their dresses were literally covered with fleas. As for the officers (being in uniform) they were wearing long brown boots and cord riding breeches, so fortunately for them the little hopping gentry gave them no trouble. A retrograde movement executed in the double quick time was made for the door. Here the persecuted fair had to shut themselves up in a stuffy little cabin, and pass through the partially-opened door a wealth of late-bedded garments, that a selected committee of married officers might, if possible, shake them clear of the myriads of tiny intruders. These gallant gentlemen did their work nobly, and handed each dainty article of attire back again as spotless and white as undriven snow. Notwithstanding the devotion of the Sirdar's officers, the alarms and excursions of which the fair ones had been the victims were not yet at an end, for on disrobing themselves many of the little beasts had fallen upon the cabin floor, and as they dressed themselves again they hopped back to recommence the Campaign. These luckless women completed the return journey to Cairo in indescribable misery, and for a full week afterwards not one of them was able to wear a low-cut dress.

OTHER PEOPLE'S CHILDREN.

Mrs. Wylie has believed in the kindergarten with the ardent faith of the true disciple of Froebel. Mary and Benny have gone to their kindergarten as regularly as the morning comes, and their mother deplored the holiday vacation as simply a clog on their upward course.

"I think a kindergarten has such a refining influence on children," she said the other day to Mrs. Viselle. "I notice such a difference between your children and mine and those horrid little Wagners, who just simply run wild. I can't understand how Mrs. Wagner can let them go until they are 7 years old before they begin to learn anything. I really don't like to have Mary and Benny play with the Wagners, but I would hate to hurt their mother's feelings by hinting that to her."

Mrs. Viselle also deplored the blindness of Mrs. Wagner, but both women agreed that they mustn't hurt her feelings by not allowing their own cherubs to play with her unregenerate offspring.

The young Wylies and Viselles, however, were extremely fond of playing with the Wagner children, who had a large playroom at the top of the house. One day it chanced that Mrs. Wylie and Mrs. Viselle called on Mrs. Wagner at the same time. That day the two devotees of the kindergarten exchanged glances and began to talk about the wonderful influence of the kindergarten on a child's mental and moral development. They said the songs and the nature plays and the weaving of paper mats all had an influence in the development of the child.

Mrs. Wagner folded her hands complacently and said that she believed in old-fashioned methods of bringing up children. She intended to keep hers at home until they were 7 years old, then she would put them into the public schools and they would learn to make their own way without much coddling. They were then very good and loved them all the time," she said at the end.

Mrs. Wylie and Mrs. Viselle remarked that they considered spanking to be a relic of the dark ages. "No child that is spanked can have the same delicate moral perceptions as a child that is reasoned with," they said. Privately they both believed that their own broods were much sweeter and better than the children of the Spanan like Mrs. Wagner.

Every true mother will defend her children against the death of the death. They were then very good and loved them all the time," she said at the end.

The three mothers ran up the two flights of stairs that led to the seat of war and burst in at the door in the violence of their fear. On the floor was a writhing knot of children. Little Edgar Wagner and Baby Wylie were at a little distance engaged in throwing their cotta blocks at each other. They glared like infuriated baby wolves. It took but a moment, however, to stop their warfare, then three mothers descended on the writhing, yelling knot of older children. Each sorted out her own. When they were all separated the mothers looked them over. They were not a pretty sight.

"Sweet little Mary Wylie, renowned for her angelic expression, had a large purple lump in the centre of her forehead. Edward Viselle and Stevie Wagner were bleeding at their respective noses, Cora Wagner had three long scratches across her cheeks and Benny had a one hand a tooth which had been knocked loose and which he had to extract or swallow."

Mrs. Wylie and Mrs. Viselle looked at their children in consternation, only upheld by the belief that the trouble had been started by the Wagners. To give the Wagners a lesson and to punish them, Mrs. Wylie said:

"Who started this awful quarrel?"

"Her own Mary answered promptly: 'I did, mamma. I made up a play like teacher does, only I made up a fighting play. We was all agitated, and we was against everybody else. I made it up out of my own head, and I was the first to start it.'"

"Frequently," Mrs. Wylie has retained a sense of humor even in her day of disaster. She looked at the children and then at the mothers.

turned to Mrs. Wagner. "Would you be kind enough to give my three children a spanking?" But Mrs. Wagner was considerate in her hour of victory. She only remarked that "children would be children," and led the way down to the bathroom to help wash away the blood of battle.—Chicago News.

## NEWEST FASHIONS IN HAIR DRESSING.

The following should prove interesting to our lady readers. The popularity of the high hairdressing is at last beginning to abate, and as is Fashion's way, we are to go to the other extreme, and dress our hair quite low. For a young face the most becoming style is a simple coil on the nape of the neck.

The crimped Pompadour, drawn slightly to one side, is really the style of the moment



## Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, BOMBAY AND SINGAPORE.

THE Steamship

## "MELPOMENE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 18th March, 1901. [319c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

## "TRIESTE."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel carries Cargo—From Venice, or S.S. *Polina* transhipped at Trieste.

From Leghorne, or S.S. *Apollonia* transhipped at Port Said.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901. [320c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

## "CHINA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Undersigned before Noon, on the 26th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 20th March, 1901. [196c]

TOYO KISEN KAISHA.

## NOTICE.

CONSIGNEES of CARGO per Steamship

## "NIPPON MARU."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant, will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GEORGE ECKLEY, Agent.

Hongkong, 20th March, 1901. [7c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

## "SUISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st March, 1901. [351c]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

## "GLENVILE."

having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as Goods are landed.

Goods not cleared by the 27th instant, will be subject to rent.

No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. &amp; GOW.

Hongkong, 21st March, 1901. [355c]

## Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 22nd March, 1901. [4c]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN &amp; Co., Agents.

Hongkong, 28th May, 1898. [30c]

## Entimations.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, the AGENTS nor the OWNERS of the S.S. *COLONIES* will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew during her stay in this port.

Hongkong, 18th March, 1901. [340c]

## Entimations.

NOT RESPONSIBLE FOR DEBTS.

WITH THIS DAY MR. E. JOCKERS CEASED to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDDEUTSCHER LLOYD, Superintendent's Office, 3, Queen's Building.

Hongkong, 21st March, 1901. [353c]

## BANQUE DE L'INDO-CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Premises of the BANQUE DE L'INDO-CHINE and which said Notes are expressed on the face thereof to be PAYABLE at the BRANCH OFFICE of the said BANQUE in SAIGON, the Numbers of which said Notes are as follows:—

Series V 49, 1 to 1,000 of \$1 (One Dollar) each.

Series Z 49, 1 to 1,000 of \$1 (One Dollar) each.

The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the BANQUE DE L'INDO-CHINE accept no liability for the same.

By Order of the Chief Manager in Saigon, For the BANQUE DE L'INDO-CHINE, L. BERINDOQUE, Acting Manager.

Hongkong, 26th February, 1901. [261c]

## THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of Testimonials to be sent to the Undersigned, from whom terms may be learnt. Appointment to be taken up as soon as possible.

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 26th January, 1901. [124c]

## PIANOFORTE LESSONS.

MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.

Terms very Moderate.

Enquiries by Letter, care of OFFICE of This Paper.

Hongkong, 17th January, 1901. [80c]

## MADAME ZARIA.

## FORTUNE TELLER.

LATELY arrived from America, will stay only for a Short Time in Hongkong, where she can be consulted from 9 A.M. to 12, and 3 to 7 P.M. at the Annex to THOMAS' GRILL ROOMS, Room No. 15, Second floor.

Hongkong, 19th March, 1901. [342c]

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [383c]

## UNTOUCHED BY HAND.

# MELLIN'S FOOD

## For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, FECKHAM, LONDON, ENGLAND.

## Entimations.

## THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS. MONTHLY PAYMENT SYSTEM.

TUNING. REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand stock, reduced to clear.

Hongkong, 13th March, 1901. [26c]

## NOTICE.

REQUIRED by a First Class MERCANTILE HOUSE in Hongkong, an Experienced Man of Business to act as COMPTROLLER. The Highest References required. No one need apply unless he is prepared to give Substantial Security in the Sum of \$100,000. Apply in writing to—

Messrs. JOHNSON, STOKES and MASTER,

12, Queen's Road, Central.

Hongkong, 15th February, 1901. [297c]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD, Watson's Building.

[42c]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAYES FLUID

THE BEST DISINFECTANT

SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 26th March, 1901. [17c]

## CLARKE'S B. PILLS are warranted to

cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs.

Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years.

In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [43c]

## Relieves the aching

dancing pain at once

and

CURES

all discharges from

the genito-urinary

organs in either

sex in

48 HOURS

Santal Midy

is a

specific for

Cystitis

obtained

from the

best

Bischoff wood.

Beware of imitations.

Each tiny Capsule

bears the name

B. RUE VIVIER, PARIS

[44c]

## DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI, SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [78c]

## SIEN TING,

SURGEON DENTIST.

No. 14, D'ARAGUIA STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [19c]

## DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16c]

## The Share Market.

## LATEST QUOTATIONS.

(March 23rd).

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	35 1/2 premium
The Bank of China & Japan, Limited (Preference)	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	1/2
The Bank of China (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	£25.5 buyers
Do. Founders	£ 1	£15 sellers
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$26.5 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$5.5 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180 sellers
Yangtze Ins. Assoc.	\$ 60	\$118 sales
Canton Ins. Co., Ltd.	\$ 50	\$150 sellers
Straits Ins. Co., Ltd.	\$ 20	\$15 sales
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$29.1 sales
China Fire Ins. Co., Ltd.	\$ 20	\$76 sales
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$32 sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$117 buyers
China & Manila S.S. Co., Ltd.	\$ 50	\$65 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$48.5 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$21 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3.40 sales
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$139 sellers
Luxon Sugar Refining Co., Ltd.	\$100	\$39 sellers
<b>Mining.</b>		
Panjoon Mining Co., Ltd.	\$ 8	\$4.5 sellers
Panjoon Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	\$315
Queen Mines, Ltd.	25 cts.	10 cents
Jebeu Mining and Trading Co., Ltd.	\$ 5	\$5 sales
Raido Alkan Gold Mining Co., Ltd.	17s. 10d.	\$43 sellers
Oliver's Freehold Mines, Ltd. A	\$ 5	\$2.5 sellers
Oliver's Freehold Mines, Ltd. B	\$ 5	\$1.5 sellers
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	10 cents
Do. (Preference)	\$ 1	40 cents
Dooks, Wharves and Godowns	\$125	65 1/2 premium
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$92 buyers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 6 1/2	\$24 sellers
Lands, Hotels and Mortgage Co., Ltd.	10	\$9.5 sales and
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$195 sales
Kowloon Land and Building Co., Ltd.	\$ 30	\$28 sales
West Point Building Co., Ltd.	\$ 50	\$49 sales
HK Hotel Co., Ltd.	\$ 50	\$124 sellers
Orient Hotel Co., Ltd.	\$ 50	\$50 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$12.5 sales and
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$12.80 sales
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 45
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Laou-kung-mow Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55
Wing Wo Cotton Spinning Co., Ltd.	Tls. 500	Tls. 335
Vahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 45
<b>Other Companies.</b>		
Alhambra, Limited	\$500	200 1/2 premium
La Commercial, Ltd.	\$500	70 1/2 premium
Hensiana Limited	\$100	100 par sellers
La Favorita	\$500	50 1/2 premium
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 15	\$20 sales
China-Borneo Co., Ltd.	\$ 15	\$33 buyers
A. S. Watson & Co., Limited	\$ 10	\$16 buyers
Watkins, Limited	\$ 10	\$12 sellers
Hongkong Electric Co., Limited	\$ 10	\$12.5 sellers
Hongkong Electric Co., Limited	\$ 5	\$7 sellers
Hongkong and China Gas Co., Ltd.	£ 10	\$130 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$157.5 sales
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$100 sales
H'kong High-Level Tramways Co., Ltd.	\$100	\$200 sellers
Dairy Farm Co., Ltd.	\$ 6	\$8 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos & Refractory Agency, Ltd.	£ 1	\$14 buyers
United Asbestos Oriental Agency, Ltd.	£ 1	\$8 sales
Garmichael & Co., Ltd.	\$ 20	\$7
Tobruan Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 5	\$5 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7 cum call
China Light & Power Co., Ltd.	\$ 20	\$20

## VISITORS AT THE HONGKONG HOTEL.

## HOTEL.